

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 4782

晚七十月一十年十三號光

FRIDAY, DECEMBER 23, 1904.

五年禮

號三廿月二十英華香

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED Ver 24,000,000
CAPITAL PAID-UP 18,000,000
CAPITAL UNCALLED 6,000,000
RESERVE FUND 9,520,000

Head Office—YOKOHAMA.

Branches and Agencies.
TOKIO. KOBE.
NAGASAKI. LONDON.
LYONS. NEW YORK.
SAN FRANCISCO. HONOLULU.
BOMBAY. SHANGHAI.
TIENTSIN. NEWCHANG.
PEKING. DALNY.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LTD.
PARS BANK, LTD.
THE UNION OF LONDON AND
SMITH'S BANK, LTD.

HONGKONG BRANCH—INTEREST ALLOWED:
On Current Account at the rate of 1 per cent.
per Annum on the Daily Balance.

On fixed deposits for 12 months at 5 per cent.

" " 6 " 4 "

TAKEO TAKAMICHI,

Manager.

Hongkong, 7th November, 1904. [21]

HONGKONG AND SHANGHAI
BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000

RESERVE FUND—

Sterling Reserve \$10,000,000

Silver Reserve \$7,000,000

RESERVE LIABILITY OF PROPRIORS \$10,000,000

COURT OF DIRECTORS:

A. J. RAYMOND, Esq., Chairman.

H. E. TOMKINS, Esq., Deputy Chairman.

E. Goett, Esq. Hon. R. Shewan.

Hon. W. J. Gresson. N. A. Siebs, Esq.

A. Haupt, Esq. H. W. Slade, Esq.

H. Schubart, Esq. E. S. Whealler, Esq.

E. Shellim, Esq.

CHIEF MANAGER:

Hongkong—J. R. M. SMITH.

MANAGER:

Shanghai—H. M. BEVIS.

LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 1 per cent.

per Annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 4 per cent. per Annum.

For 6 months, 5 per cent. per Annum.

For 12 months, 6 per cent. per Annum.

J. R. M. SMITH,

Chief Manager.

Hongkong, 20th August, 1904. [22]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,

J. R. M. SMITH,

Chief Manager.

Hongkong, 1st May, 1902. [23]

THE DEUTSCH ASIATISCHE BANK.

AUTHORIZED CAPITAL \$1. Tacs 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin Calcutta Hankow

Tientsin Tsinling (Kiautschou)

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS,

UNION OF LONDON AND SMITH'S BANK, LTD.

DEUTSCHE BANK(BERLIN), LONDON AGENCY

DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

H. FIGGE,

Manager.

Hongkong, 12th August, 1904. [24]

Insurance.

NORTH GERMAN FIRE INSURANCE

COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSSEN & Co.

Hongkong, 28th May, 1904. [25]

JAPAN

COALS.

THE MITSUI BUSSAN KAISHA
(MITSUI & Co.)

HEAD OFFICE—1, SURUGA-CHO, TOKYO.
LONDON BRANCH—34, LIME STREET, E.C.
HONGKONG BRANCH—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Kowloon, Nagoya, Osaka, Kobe, Maidaura, Kure, Shimonesaki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasebo, Milke, Hakodate, Taipeh, &c.

Telephone Address: "MITSUI" (A.B.C. and A1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenals and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike Tagawa, Yamano and Ida Coal Mines; and

SOLE AGENTS for Fujinotani, Hokkoh, Hondo, Ichimura, Kanda, Mameda, Manoura,

Onoura, Otsu, Sashima, Tsubakuro, Yoshinotani, Yoshi, Yonokibara and other Coals.

6 MINAMI Manser, Hongkong.

INTERNATIONAL BANKING
CORPORATION.

CAPITAL, SURPLUS AND UNDIVIDED PROFITS.

GOLD \$7,897,391.30—about £1,625,000.

CAPITAL AND SURPLUS AUTHORIZED

GOLD \$10,000,000—£2,055,000.

HEAD OFFICE:

1, WALL STREET, NEW YORK.

LONDON OFFICE:

THREADNEEDLE HOUSE, E.C.

BRANCHES AT:

SAN FRANCISCO, WASHINGTON,

MEXICO, PANAMA, MANILA, CEBU,

SHANGHAI, SINGAPORE, PENANG,

YOKOHAMA, KOBE, BOMBAY,

" CALCUTTA, CANTON,

AND AGENTS ALL OVER THE WORLD.

LONDON AND CONTINENTAL
BANKERS:

NATIONAL PROVINCIAL BANK OF
ENGLAND, LIMITED,

UNION OF LONDON AND SMITH'S BANK, LTD.

CREDIT LYONNAIS, DRESDNER BANK,

COMPTOIR NATIONAL D'ESCOMpte
DE PARIS, &c.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS.	TO SAIL ON	REMARKS.
YOKOHAMA VIA SHANGHAI, MOJI and KOBE,	JAVA S. Barcham	About 26th December	Freight and Passage.
(Passing through the Island Sea.)			
SHANGHAI.	COROMANDEL G. M. Montford, R.N.R.	About 31st December	Freight and Passage.

LONDON, &c. BENGAL
G. Phillips

Dec. 31st; Noon

See Special
Advertisement.

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 20th December, 1904. [26]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA
ANTWERP, BREMEN/HAMBURG;

PORTS IN THE LEVANTE, BLACK SEA AND BALTIc PORTS;

ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,
AND SOUTH AMERICAN PORTS;

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers
and Luggage.

H.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.

SEYDLITZ WEDNESDAY, 4th January, 1905.

ROON WEDNESDAY, 18th January.

BAVIER WEDNESDAY, 1st February.

ZIETEN WEDNESDAY, 15th February.

SACHSEN WEDNESDAY, 1st March.

PRINZESS ALICE WEDNESDAY, 15th March.

PRINZ REGENT LUFTPOLD WEDNESDAY, 29th March.

PREUSSEN WEDNESDAY, 12th April.

PRINZ EITEL FREDRICH WEDNESDAY, 30th April.

SEYDLITZ, of the Norddeutscher Lloyd, Capt. C. Dowers, with MAIls, PASSENGERS,
SPECIE and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 3rd January, Cargo and
Parcels will be received on Board until 5 P.M. on TUESDAY, the 3rd January, and
Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 3rd January.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$1.50

and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.

Linen can be washed on board.

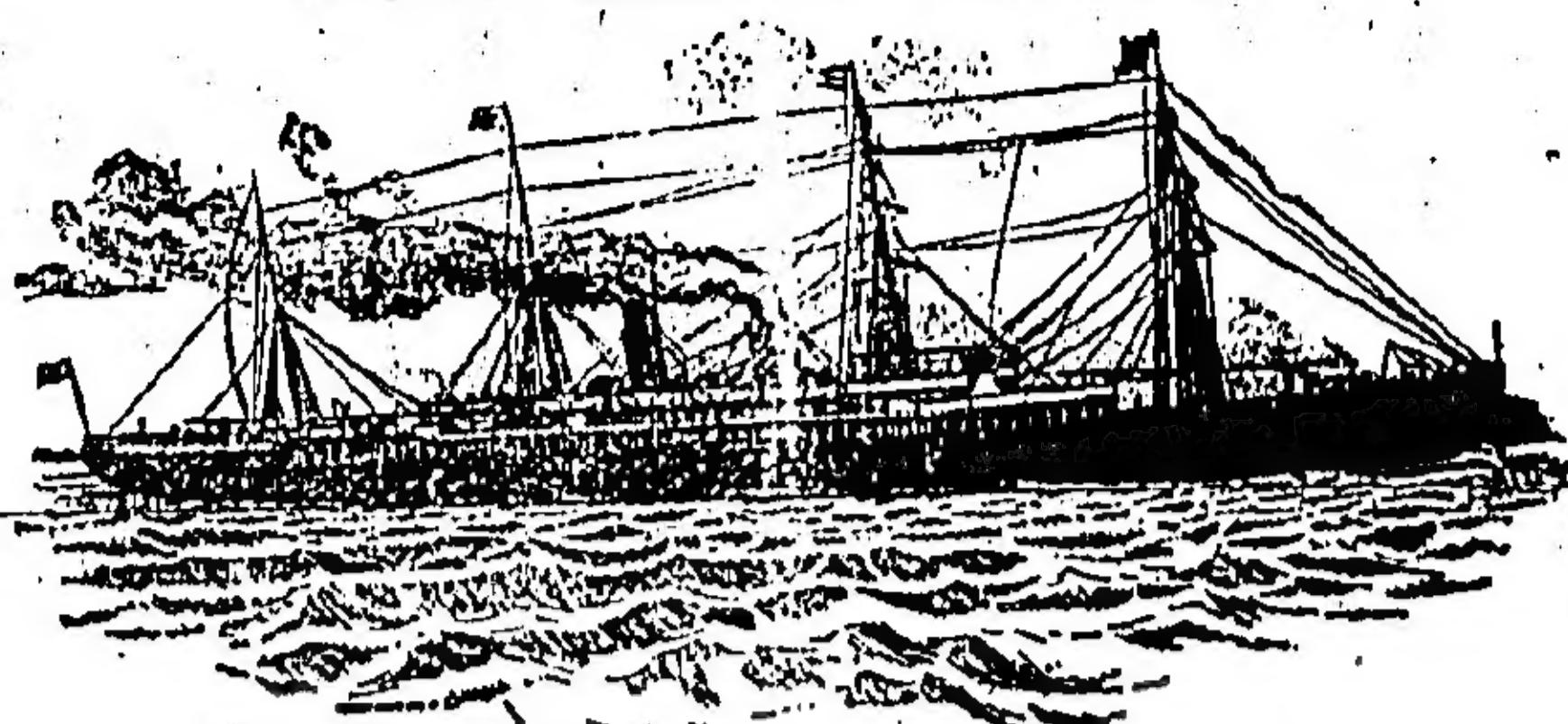
NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Mails.

U.S. MAIL LINES.

PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE;

PROPOSED SAILINGS FROM HONGKONG.

"MANCHURIA"	13,639 Gross Tons	MONDAY, 26th December, at 4 p.m.
"KOREA"	11,276	FRIDAY, 6th January, 1905, at Noon.
"COPTIC"	4,352	FRIDAY, 13th January, at Noon.
"SIBERIA"	11,284	TUESDAY, 24th January, at Noon.
"MONGOLIA"	13,639	FRIDAY, 3rd February, at Noon.
"CHINA"	5,060	FRIDAY, 17th February, at Noon.
"MANCHURIA"	13,639	TUESDAY, 28th February, at Noon.
"DOBIO"	4,784	SATURDAY, 11th March, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th, 1902; 10 days, 15 hours.

THE P. M. Steamship "MANCHURIA" will be despatched for SAN FRANCISCO, via MACAO, NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, on MONDAY, the 26th instant, at 4 P.M., taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point in route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

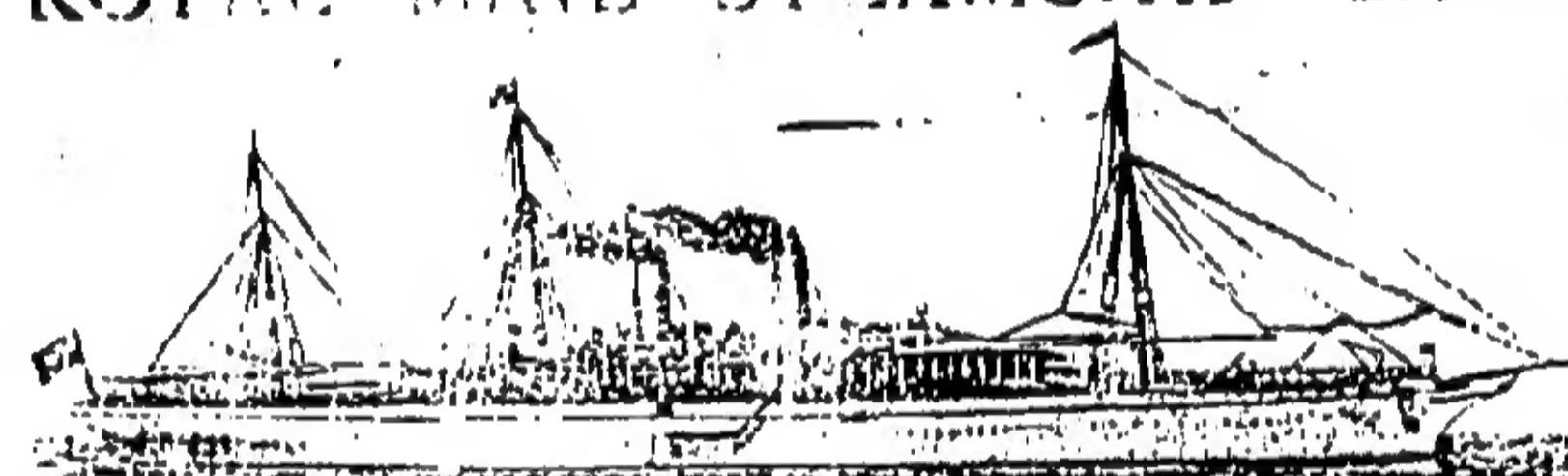
FEATURES OF THIS LINE.

The largest and steadiest and fastest passenger ships on the Pacific. Southern Route; passengers enjoy out-door throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.

Sailings positively on schedule date. For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 22nd December, 1904.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES. (CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

SPEED. PUNCTUALITY.

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

"EMPEROR" Two Screw Steamships - 6,000 Tons - 10,000 Horse Power - Speed 19 Knots. PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION).

R.M.S. "ATHENIAN" 2,440 Tons. WEDNESDAY, 28th December.

"EMPEROR OF CHINA" 6,000 WEDNESDAY, 11th January, 1905.

"TARTAR" 4,425 WEDNESDAY, 25th January.

"EMPEROR OF INDIA" 6,000 WEDNESDAY, 8th February.

"EMPEROR OF JAPAN" 6,000 WEDNESDAY, 8th March.

"ATHENIAN" 2,440 WEDNESDAY, 15th March.

Hongkong to London, 1st Class. via St. Lawrence £60. via New York £62.

Hongkong to London, Intermediate on Steamers, and 1st Class Rail £40.

THE magnificent Twin-screw "EMPEROR" Steamships pass through the famous INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

D. W. CRADDOCK, Acting General Agent, 9, Pedder's Street.

Hongkong, 14th December, 1904.

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER FRAUDTAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

ARMENIA. HAVRE and HAMBURG. 1st January. Freight.

Forst. (Calling at SPORE, PENANG & COLOMBO). 1st January. Freight.

C. FERD. LAEISZ. HAVRE and HAMBURG. 10th January. Freight.

von Hoff. (Calling at SPORE, PENANG & COLOMBO). 10th January. Freight.

AMBRIA. HAVRE and HAMBURG. 22nd January. Freight.

Portius. (Calling at SPORE, PENANG & COLOMBO). 27th January. Freight.

SITHONIA. HAVRE and HAMBURG. 27th January. Freight.

Hildebrand. (Calling at SPORE, PENANG & COLOMBO). 27th January. Freight.

ARCADIA. HAVRE and HAMBURG. 7th Feb. Freight.

Förck. (Calling at SPORE, PENANG & COLOMBO). 7th Feb. Freight.

ANDALUSIA. HAVRE and HAMBURG. 21st Feb. Freight.

Filler. (Calling at SPORE, PENANG & COLOMBO). 7th March. Freight and Passengers.

RHENANIA. HAVRE and HAMBURG. 7th March. Freight.

Behrens. (Calling at SPORE, PENANG & COLOMBO). HAVRE and HAMBURG. 21st March. Freight.

SAMBIA. HAVRE and HAMBURG. 21st March. Freight.

Lining. (Calling at SPORE, PENANG & COLOMBO). 21st March. Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,

HONGKONG OFFICE,

No. 1, Queen's Building.

Hongkong, 21st December, 1904.

TSIN TING.

THE AMERICAN SYSTEM

OF

DENTISTRY.

STUDIO AT NO. 14, D'AGUILAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 30th July, 1904.

[89]

[10]

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM"	2,363 tons	Captain H. D. Jones.
"POWAN"	3,38	R. D. Thomas.
"FATSHAN"	4,200	W. A. Valentine.
"HANKOW"	3,73	C. V. Lloyd.
"KINSHU"	1,095	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8:30 A.M. (Sunday excepted), 9 P.M. and 10:30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8:30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN"	1,908 tons	Captain W. E. Clarke.
Departures from Hongkong to Macao on week days at 2:30 P.M.		
Departures on Sundays at 12:30 P.M.		

Departures from Macao to Hongkong daily at 8:30 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN"	219 tons	Captain T. Hamlin.
This steamer leaves Canton for Macao, every Tuesday, Thursday and Saturday at 8:30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at 8 A.M.		

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM"	588 tons	Captain J. Willow.
"NANNING"	569	C. Butchart.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at 8:30 A.M., and the other leaves Wuchow for Canton on the same days at 8:30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 29th November, 1904.

JAVA-CHINA-JAPAN LIEN.

REGULAR FOUR-WEEKLY SERVICE

BETWEEN

JAVA, CHINA, AND JAPAN.

[14]

[14]

[14]

[14]

[14]

[14]

[14]

[14]

[14]

[14]

[14]

[14]

[14]

[14]

[14]

[14]

[14]

[14]

[14]

[14]

[14]

Intimation.

Wm. Powell, Ltd.

Business Hours—8.30 A.M. to 6 P.M.

ALEXANDRA BUILDINGS,
Des Vaux Road.

XMAS, 1904.

TOYS!
TOYS!
TOYS!OUR XMAS
BAZAAR

IS NOW OPEN.

Every conceivable kind
of
TOY
to be had at a
REASONABLE PRICE.DOLLS!
DOLLS!
DOLLS!Finest Assortment of
DOLLS
in the Far East.GAMES!
GAMES!
GAMES!OUR SHOPS
WILL BE KEPT
OPEN UNTIL
5 O'CLOCK
ON SATURDAY,
DEC. 24TH.

Wm. POWELL, Ltd.

Hongkong, 20th December, 1904. [1375]

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by
PUBLIC AUCTION,
TO-MORROW,
the 24th December, 1904, at 11 A.M., at his
Sales Rooms, Duddell Street,
A QUANTITY OF
DOLLS AND TOYS.TERMS.—As usual.
GEO. P. LAMMERT,
Auctioneer.
Hongkong, 23rd December, 1904. [1374]

GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on TUESDAY, the 27th day of December, 1904, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND in the Colony of Hongkong, for a term of 75 years, commencing from the date of sale, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. 2 Registration No.	Locality.	Boundary Measurements.				Square feet.	Annual Rent.	Open Price.
		W.	S.	E.	N.			
146	Connaught Road East.	15'	15'	15'	15'	16,420 sq ft	15	1352

Hongkong, 17th December, 1904. [1352]

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by
PUBLIC AUCTION,
onTHURSDAY,
the 29th December, 1904, at 2.30 P.M., at
"Woodlands," Castle Road,A QUANTITY OF
VALUABLE HOUSEHOLD
FURNITURE,
Comprising—PLUSH COVERED DRAWING ROOM
SUITE (by Lane, Cawriss & Co.), CONSOLE
TABLES with BEVELLED MIRROR,
HATSTANDS with MIRROR, OVER-
MANTELS with BEVELLED MIRROR,
FANCY TABLES, PICTURES, ENGRA-
VINGS, ORNAMENTS, &c., &c., &c.
EX-PENSION DINING TABLE, SIDE-
BOARDS with IRON & WIRK, DINNER
WAGGON, DINNER SET (almost
new), CHIFFONNIER with MIRROR, CANE
SEAT DINING CHAIRS, CARD TABLES,
MARBLE-TOP TABLES, &c., &c., &c.
DOUBLE & SINGLE IRON BED-
STEADS, WARDROBES with BEVELLED
MIRRORS, DRESSING TABLES with
BEVELLED MIRRORS, MARBLE-TOP
WASHSTANDS, WRITING TABLES,
&c., &c., &c.GLASS, CROCKERY, PLATED
WARE, &c., BATH-ROOM REQUISITES,
ALSO

2 CARRIING CHAIRS.

2 RICKSHAS.

2 BICYCLES.

2 SEWING MACHINES.

AND

One COTTAGE PIANO by "Pleyel" (in
good condition).

TERMS.—Cash on delivery.

On view from Tuesday, the 27th December, 1904.

GEO. P. LAMMERT,
Auctioneer.

Hongkong, 22nd December, 1904. [1376]

PRELIMINARY NOTICE.

PUBLIC AUCTION.

THE Undersigned have received instructions from CHS. P. RUGG, Esq., to Sell by
PUBLIC AUCTION,
on

FRIDAY,

the 30th December, 1904, at 3 P.M., within his
residence, No 2, Ormsby Terrace, Granville
Road, Kowloon,THE WHOLE OF HIS
HOUSEHOLD FURNITURE.
Catalogues will be issued.

TERMS.—As usual.

J. HUGHES & HOUGII,
Auctioneers.

Hongkong, 20th December, 1904. [1364]

Intimation.

WILLIAM POWELL, LIMITED.

DRESSMAKING DEPARTMENT.

REQUIRED. A young woman to assist
a dressmaker in the work-rooms, one who
can speak Cantonese preferred. Apply, stating
qualifications and salary, expo. ed, to the
Manager.WM. POWELL, LTD.,
Alexandra Buildings.
Hongkong, 21st December, 1904. [1367]TENDERS are invited for the SUPPLY OF
SCRA'ERS to the NAVAL YARD.
For Particulars and Forms for tendering,
apply to the Chief Constructor's Office, Naval
Yard.F. B. OLLIS,
Chief Constructor.
Hongkong, 22nd December, 1904. [1373]

CHRISTMAS.

WHAT BETTER GIFT
THAN A
SINGER SEWING MACHINE,
CASH OR EASY PAYMENTS.Showrooms 1, Wyndham Street.
Hongkong, 9th December, 1904. [1371]THE INTERNATIONAL COTTON
MANUFACTURING COMPANY,
LIMITED.

REPORT.

To be presented at the 21st annual meeting
of shareholders, to be held at the company,
No. 4, Kukkiang Road, on Wednesday, the
21st December, 1904, at 4, o'clock in the
afternoon.[Your Directors] have how to place before
you the accounts of the Company for the year
ending the 30th September, 1904, which have
been duly audited and show a net profit of Tls.
14,287.77. The war in the North combined
with tightness of money and high cost of cotton
have greatly interfered with the profitable
working-of-the-Mill.Debenture Trust Fund.—This fund (including
accrued interest) now stands at Tls. 31,669.87,
to which has to be added 25 per cent of the
year's profit, viz: Tls. 3,557.18, making in all
Tls. 35,227.54, say 26 per cent of the amount of
Debentures issued.Your Directors propose to the sum of Tls.
31,669.87, now standing at the credit of Debenture
Sinking Fund be transferred to Profit and
Loss, making it Tls. 133,933.54, and that this
be disposed of as follows:Write off Property Account for Depre-
ciation Tls. 17,335.20
Write off Plant Account for Depre-
ciation Tls. 52,543.24
Write off Furniture Account for
Depreciation Tls. 437.61
lace to a Reserve Fund Tls. 50,000.00
arry forward to New Account Tls. 3,629.29Tls. 133,933.54
Directors.—Mr. Scott retires by rotation but
being eligible, offers himself for re-election.Auditors.—Your Directors regret to have to
record the death of Mr. R. F. Eastlack who
has been an auditor of the Company since its for-
mation.Mr. A. R. Lenke audited the account now
presented, and offers himself for election.J. J. SCOTT,
Chairman.PROFIT AND LOSS ACCOUNT AS ON 30TH
SEPTEMBER, 1904.Dr. Tls. To Interest Account, 12,674.14
Less—Rent on Chinese
Houses Tls. 4,623.31Tls. 38,061.83
To Directors' Fees Tls. 45,000.00
Auditor's Fees Tls. 750.00Balance, brought forward 30th
September, 1903 Tls. 8,024.76
Profit 3.1st December, 1904 Tls. 28,71
Tls. 102,264.47

Tls. 145,525.30 Cr. Tls.

By balance, brought forward, 30th
September, 1904 Tls. 94,574.54
Less—amount transferred to Sinking
Fund Tls. 6,539.78Tls. 88,034.76
By transfer fees Tls. 16.44
By working account Tls. 37,524.10

Tls. 145,575.30 Cr. Tls.

LIABILITIES AND ASSETS Dr. Tls.

To capital account Tls. 628,800.00
Total Chinese Bank overdraft Tls. 15,000.00

Debenture account Tls. 15,000.00

Accrueances and bills Tls. 1,729.24

Less—stocks held against same Tls. 1,729.24

To sundry creditors Tls. 64,418.08

To debenture Sinking Fund Tls. 31,669.87

To loan account Tls. 80,000.00

To profit and loss account Tls. 102,264.47

Tls. 1,299,341.22 Cr. Tls.

By car & boat Tls. 221.40

By pro. ty account 30th
Sept. number Tls. 329,315.08

Add. during year Tls. 8,008.12

Tls. 337,325.20

By p. & machinery
on Sept. 1903 Tls. 678,021.84

Additions during year Tls. 3,621.40

Tls. 682,543.23

By planing mill plant Tls. 15,000.00

Additions during year Tls. 261.47

Tls. 5,437.61

By sundry debtors Tls. 19,433.33

By unexpired fire premia Tls. 4,834.66

By stockton hand—cotton Tls. 109,068.31

Yarn Tls. 178,804.14

Tls. 122,042.00

Tls. 56,818.14

Cotton by products (waste
and seeds) Tls. 11,826.63

Sundry mill stores Tls. 24,331.69

Coal Tls. 210.00

Tls. 202,875.03

By debenture trust fund Tls. 23,559.04

Paid trustees 25 percent Tls. 6,539.78

Profit 1903 Tls. 1,571.05

Accrued interest thereon Tls. 31,669.87

Tls. 1,299,341.26 Cr. Tls.

* Less—"arm paid for not delivered.

Shanghai, 14th November, 1904.

W. H. FOATE, Director.

JAS. N. JAMESON, Secretary.

I hereby certify that I have examined the
above balance sheet and find same to be in
accordance with the books and accounts of the
company. The books themselves disclose the
true assets and liabilities as at 30th September
1904.ARTHUR R. LEAKE,
Chartered Accountant.

Hongkong, 24th November, 1904.

ADMIRAL ROZHDESTVANSKY.

A comparatively young man, Admiral
Rozhestvensky was born near Moscow in 1847
and after being educated as a Russian Naval
officer he suddenly became a hero. For two
unexampled feats of bravery in the war of
1877-8 he gained the St. George's Cross. He
served in the Black and Baltic Seas, gaining
a high reputation as a seaman; and last year
abandoned seafaring for the post of Chief
of Staff at the Ministry of Marine. In this post
he made a great reputation.Rozhestvensky is a typical Russian and
typical Naval officer. His men call him"Admiral Molchalin," the Silent Admiral, and
taciturnly goes well with the reserved expres-
sion and manners of the Russian aristocrat.
The Naval man shows himself in his tastes,
for he is devoted to the sea, not merely as a
profession, but also as a life-passion. Rozhde-
stvensky is always at sea. When tied to the
Ministry of Marine (says a writer in the *Daily
Dispatch*) he spends his leisure navigating ex-
perimental craft and tiny sailing boats in the
Gulf of Finland; he has written of the sea, and
it is said that his society friends dreaded him
because he insisted on talking of nothing but
the sea. In fact, as a sailor and navigator not
even Makarov surpassed him.He is a believer in the big battleship,
"a fleet going in mobility" not by being
hampered with small craft" is one of his
dicta.He declared that the Japanese successes
at Port Arthur were not gained really
by the torpedo-boats and destroyers, but by
the battleships behind them. His whole concep-
tion of a Naval battle is a fight between big
ships until the

Anticipations.

The Hongkong Telegraph

HONGKONG, FRIDAY, DECEMBER 23, 1904.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

WATSON'S
CHEMISTS BY APPOINTMENT TO HIS
EXCELENCY THE GOVERNOR.WATSON'S
BALSA MOF
ANISEED

is not a cure all, but -

IT DOES CURE

A COUGH,

and that right speedily.

A. S. WATSON & CO.,
LIMITED.

THE HONGKONG DISPENSARY.

ALEXANDRA BUILDINGS.

Hongkong, 10th December, 1904.

SENTENCED TO DEATH.

THE HARBOUR MURDER.

At the Supreme Court this morning, the Chief Justice (Sir Henry S. Berkeley) resumed the trial of the three men, Charles Smith, Erik Hogmann, and William Nason, who were indicted for the murder of a Chinese woman, named Chan Yee, by feloniously throwing her out of a sampan into the Harbour on the night of November 27th last. There was a second charge of murder and a third of attempted murder.

Yesterday, the case for the prosecution was concluded.

The Court was crowded when His Lordship took his seat at ten o'clock.

The jury: Messrs. C. H. W. Kew (Chairman) S. J. Michael, T. Banks, C. G. S. Mackie; J. Johnstone, R. H. King, and G. M. Smith, an-

swered to their names.

That their scheme of wresting a sampan from a family of coolies in order that they might leave the inhospitable shores of Hongkong should end in tragedy probably never entered their heads, but once embarked on their fatuous enterprise they were ruthlessly hurried to the terrible crime which has closed in the shadow of the gallows. Although young men they had reached years of discretion, had seen much of life, had "roughed it" in various parts of the world, and knew how the commission of such a crime would be punished in their own country. Consequently, the feeling of compassion which in other circumstances might be excited in the case of unpremeditated murder by inexperienced youths is to a great extent absent on this occasion. The majesty of the law and the supreme justice of the British Courts have been vindicated and proved; it has been shown that the life of a Chinese woman, even although she be a sampan coolie, eking out a precarious livelihood as best she can, is as sacred under the British Crown as that of the highest in the land. The hope has been expressed that the capital sentence may be commuted to imprisonment for life; but it is questionable if the lower punishment is not deemed harsher in its effects than the shorter path to eternity. Whatever lessons are to be learned from this tragedy with its mosaic sequel, it is to be feared that the very class to whom it should in the highest degree appeal, will remain absolutely callous, refusing to believe in that just retribution which inevitably follows in the wake of all divergences from civilised life. Whether scoundrels at heart or scoundrels by force of circumstances the result is the same. But the class, to which the three condemned men—one was an infant in the eyes of the law—continues to increase and scourge the world with their presence. It is that class which throws itself upon the generosity of a long-suffering community. With the passage of time these people lose all regard for *men et iurum*, and, fall naturally into the hands of those who are *especially experienced in preserving Order*. All right-minded people will feel perhaps an unspoken sinking at heart to think that such crimes are possible—and who knows how many similar cases occur that never see the light of day—but the justice of the result will not be questioned. Let us only trust that such an example as it has fallen to the lot of these unhappy felons to furnish to their fellow-men may long remain an insistent and strenuous call to the realisation of the importance of leading an upright and righteous life.

LOCAL AND GENERAL.

SIR John Keane, Private Secretary to His Excellency Sir H. A. Blake and Miss Keane are paying a short visit to Southern India.

WE are asked to call attention to the fact that the Band advertised to play to-night at the King Edward Hotel, will play instead to-morrow, Christmas Eve.

TSANG Hing, the 22-year old Chinese who is alleged to have been the perpetrator of the horrible crimes, lately ananmaded upon these columns, was to-day committed to take his trial at the next Criminal Sessions.

THE GOVERNMENT AND BEACHCOMBERS.

Mr. Ferrers, continuing, said he would not insult their intelligence with asking for an acquittal.

They had committed a most awful

crime and were deserving of severe punishment;

but he asked them to find them not guilty of wilful murder—murder with malice aforethought.

He argued that the accused having suffered so acutely from poverty, sailors as they were, decided to set out on a long voyage in an open boat without provisions of water, deeming that terrible position preferable to being on the beach on these shores.

He went on to argue that the Government did absolutely nothing for these starving men, and said that for an unemployed white man in this Colony, there was no alternative but fraud or starvation.

The treatment they got from the Government in the Colony was worse than that meted out to a rat, for the Saintry Board did give the latter a painless death.

He contended that the Crown had not shown that there was any intention on the part of the accused to kill the inmates of the boat, only to quiet them after stealing the boat.

Mr. H. G. Calthrop, then briefly addressed the jury on behalf of the Crown and referred to a case tried at New Old Bailey some years ago where death was caused in the commission of a felony, but the Attorney General who prosecuted, and who was now Chief Justice of England, distinctly told the jury that they were not bound to return a verdict of wilful murder in the case, where the intention, as in this case, was to be presumed on law.

He was sorry that the Attorney General in this case had not thought fit to similarly instruct the jury.

He discounted the evidence of the boy in regard to Nason, which he held to be greatly exaggerated, and the suggestion of impropriety introduced at the last moment, a mere fabrication.

He maintained that the evidence had not proved any intention to commit wilful murder, and asked for

mercy for the accused whom he described as nothing more than boys.

THE ATTORNEY GENERAL'S REPLY.

The Hon. Mr. E. H. Sharp shortly replied. He said they had heard the very able and ingenious arguments of the three learned gentlemen who had appeared on behalf of the prisoners, and his thought it was right to say that they had said everything they could possibly have said on the prisoners' behalf. He did not think it would be necessary for him to repeat to recapitulate the evidence which he considered with some care in his opening, and which was doubtless fresh in their memories. He had not so far referred to the statements made by the prisoners, but would do so now. The accused set out with a common unlawful purpose, which as they admitted was of stealing a boat and overpowering the crew. They had been found to have intended to resist any opposition on the part of the crew, to any extent that might become necessary by the opposition and the death of these persons clearly occurred in the prosecution of that unlawful purpose.

The frightening of the people causing them to jump overboard amounted to murder. Counsel commented at some length upon the prisoners' statements, and the contradictory character of what Smith said, and remarked that Smith seemed to have conceived the whole thing, and to have taken a very active part in all that occurred. Hogmann, when arrested, made something in the nature of a clean breast of the matter, which was somewhat in his favour. In conclusion, he said the prisoners acted with a common purpose, which was admitted by everyone of them, and then carried out that purpose at all hazards and cost. Comments had been made to the age of the prisoners but it was clear they were old enough to know what was right.

THE DEFENCE.

Hon. Dr. Ho Kai opened the defence on behalf of the prisoner Smith. In doing so he said the law threw upon the Crown the burden of proving beyond reasonable doubt in the mind of the jury, and should the prosecution fail in any way in proving the charge beyond such reasonable doubt, the benefit of the doubt belonged to the prisoner. In a case like that it was important that they should have a clear definition of what the law considered murder, and how they could best discriminate between murder or any other form of homicide. The greatest criminal authority, "Russell on Crime", defined murder as the killing of any person with malice prepense or aforethought, either expressed or implied, by law, it could not, however, be shown that they were intent on taking life, but they were guilty of one of the maddest and most absurd crimes, which had unfortunately resulted in two accidental deaths. As the result of these accidents they had rendered themselves liable to the charge of murder, and they were now placed before them to answer for that crime. The Crown had given them a large number of witnesses, but it was not necessary for him to refer to more than a very few of them. He repudiated the theory that there was any motive for the crimes of murder, and asked them to disabuse their minds of the suggestions that had been made that the accused were actuated by a desire to steal money, or that a grave crime in regard to the boy was attempted or contemplated. Had Nason desired to murder the boy he could have done so when he had him down on the deck, and he maintained that the falling overboard was due to accident more than design. He submitted that the Crown had not shown conclusively and beyond reasonable doubt that he actually did commit the crime of murder. They had gone so far as to prove that some unlawful act had been committed, which however regrettably had resulted in two deaths, but he maintained that the sole intention of the prisoners was to seize the boat to go to Singapore. He rejected the theory that there was any complicity between the accused, and, that the accused were very young men, ranging in age from 22 to 18, and in every instance they had shown that their intention was not to take life. In conclusion, he asked the jury to regard the case in a charitable spirit, and take a merciful view of the case and give the prisoners the benefit of any doubt that might arise in their minds.

Mr. Ferrers next addressed the jury on behalf of the prisoner Hogmann, and dwelt upon the awful and terrible thing it was to be mixed up in a death penalty. The jury were not dealing with men inured to crime, but with young men on the threshold of life, and he could not too strongly impress the gravity of responsibility placed upon the jury. The accused had been described as belonging to a certain class, but they were not men who would not work if they could get it to do, and it was while in a state of desperation that they decided to steal this boat and get away. He argued that the evidence of the sampan man, the boy, and the little girl all failed to connect Hogmann with the crime, and it was most extraordinary that he should not have been able to hold his tongue when there was really nothing against him. He maintained that, having been on the beach for some time, they had suffered such physical and mental agonies as to render them incapable of premeditating the crime of wilful murder. Their minds were deranged. In conclusion he asked the jury to return a verdict of manslaughter; for it was in their power, when a large crime included a lesser crime, to return a verdict on the lesser count.

His Lordship said that was so if the facts justified it.

THE GOVERNMENT AND BEACHCOMBERS.

Mr. Ferrers, continuing, said he would not insult their intelligence with asking for an acquittal. They had committed a most awful crime and were deserving of severe punishment; but he asked them to find them not guilty of wilful murder—murder with malice aforethought.

He argued that the accused having suffered so acutely from poverty, sailors as they were, decided to set out on a long voyage in an open boat without provisions of water, deeming that terrible position preferable to being on the beach on these shores.

He went on to argue that the Government did absolutely nothing for these starving men, and said that for an unemployed white man in this Colony, there was no alternative but fraud or starvation.

The treatment they got from the Government in the Colony was worse than that meted out to a rat, for the Saintry Board did give the latter a painless death.

He contended that the Crown had not shown

that there was any intention on the part of the accused to kill the inmates of the boat, only to quiet them after stealing the boat.

Mr. H. G. Calthrop, then briefly addressed the jury on behalf of the Crown and referred to a case tried at New Old Bailey some years ago where death was caused in the commission of a felony, but the Attorney General who prosecuted, and who was now Chief Justice of England, distinctly told the jury that they were not bound to return a verdict of wilful murder in the case, where the intention, as in this case, was to be presumed on law.

He was sorry that the Attorney General in this case had not thought fit to similarly instruct the jury.

He discounted the evidence of the boy in regard to Nason, which he held to be greatly exaggerated, and the suggestion of impropriety introduced at the last moment, a mere fabrication.

He maintained that the evidence had not proved any intention to commit wilful murder, and asked for

mercy for the accused whom he described as nothing more than boys.

The Foreman said the jury desired to recommend the prisoners to mercy.

THE DEATH SENTENCE.

His Lordship said they had all been very properly convicted of the murder of this woman, but before he proceeded to pronounce the sentence which the law imposed, he would ask if any of them had anything to say why sentence of death should not be passed according to English law?

None of the prisoners wished to say anything. His Lordship continuing said it was extremely sad to see three such young men convicted of one of the most outrageous crimes possible to conceive. They were disgraces to their respective countries, but he would not make their situation more painful by saying anything further.

His Lordship then solemnly passed sentence of death by hanging in Victoria Gaol on each of the three prisoners.

THE JURY'S RECOMMENDATION.

His Lordship addressing the convicts said they had recommended them to mercy. That did not apply to any portion of his duty. His duty was to pass sentence. The recommendation would be forwarded to the Governor to excuse his prerogative of mercy if he thought fit, but it was the Chief Justice's duty to inform them that he held out to them no hope.

PRISONERS' INDIGENCE.

The condemned men betrayed absolutely no emotion or feeling throughout the terrible closing scenes, and appeared, as at the start, quite callous and indifferent to their awful fate.

WEST POINT DEVELOPMENTS.

EXTENSIVE GODDOWNS BEING ERECTED.

At the present time building operations in Hongkong are proceeding apace, and contractors are experiencing a boom, which is likely to continue, in the building trade. Nothing, however, is more noticeable than the rapid development of West Point, especially in the erection of extensive godowns and wharves along the harbour front. The fact that land appears to be advancing in value in this quarter of the city has also, to some extent, contributed to the impetus which has been given to building generally, and the result is that right along the quays contractors are hard at work erecting godowns and offices to meet the increasing needs of the trade community.

One of the largest structures in course of erection is the extensive building which is being constructed to the order of Mr. Ho Tung. The area of the land required for the building is about 33,000 square feet and it is stated that the cost of the land was something like \$20,000. It was acquired by the Hongkong Land Investment Co. from the Government and by them was disposed of to Mr. Ho Tung.

The building, which is being constructed by the well-known contractor Wing Cheong Long, will consist of two godowns immediately facing the sea. It is directly in front of the Salter's Wharf and stands between the Kowloon Wharf Co's godown on one side and the China Merchants' godown on the other. The two new godowns will have a height of 30 feet and a depth of 160 feet; on the north side the length will be 180 feet, while on the south the length is put at 25 feet. Following the principle of the majority if not all the godowns along the quays, the new building will be of two storeys, and so far as human ingenuity can manage, it will be absolutely fire-proof. It stands on a very good foundation of piles, and is built of brick, cement and lime concrete. The roof will be lined with copper and pitch, and tiles will be placed. Not only have precautions been taken against fire, but the building is stated to be also typhoon-proof. Iron shutters and doors have been, or will be, fitted, and every part of the structure represents the latest idea in godown construction in Hongkong.

The extensive range of the godown facilities, to wharves, accommodation of dry dock 200 and 300 feet, but it is not proposed at present to proceed with the construction of wharves, although that will be done when the occasion arises.

West Point being probably the best district in Hongkong for storage of goods and receiving consignments of goods, there is a ready demand from merchants in the city for additional facilities in this direction. It has not been decided, however, by Mr. Ho Tung, whether the new buildings will be used as private or public godowns. The structure is not yet completed and in view of the special care which is being given by the builders to the stability of the walls and roof it may be some time yet before it is ready for occupation, so that the question as to the purposes to which the godowns will be devoted has not yet reached the stage of active consideration.

Mr. G. Murray Bain said: I have great pleasure in seconding the motion and I think that the Chairman has covered the whole of the ground and mentioned pretty well all the points that there are to mention, think perhaps the least said at present the better. In the meantime we will find out later how the cat jumps.

The motion was carried.

On the motion of the Chairman, seconded by Mr. J. A. Tarrant, the Hon. Mr. W. J. Gresson, Mr. J. Orange and Mr. J. Scott Harson were re-elected to the consulting committee, and on the motion of Mr. J. Orange seconded by Mr. J. A. Jupp, Mr. W. H. Potts and Mr. W. H. Gaskell were re-elected as auditors.

The Chairman said: That concludes the business gentlemen. I would like to add that the Consuls are ready now if you will apply for them.

CABLES TO THE JAPANESE CONSULS.

HOW THEY ARE RECEIVED.

Since the commencement of hostilities between the forces of the Mikado and those of the "Tzar," one of the commonest headings in the war intelligence columns of the "Hongkong Telegraph" has been "Official Telegrams," below which generally occur these words—Mr. M. Noma, Consul for Japan, has kindly forwarded to us the following telegram.

With a view to finding out how these cables often ahead of Press telegrams, reached the Consul, a representative of this paper called on Mr. Noma, who stated in reply to a question that nearly all the messages received in Hongkong relative to the progress of the Japanese arms at the front are forwarded by Baron Kōno, the Japanese Minister for Foreign Affairs. From here Mr. Noma transmits them to the Japanese Legation at Bangkok and to the Japanese Consuls at Singapore, Bombay, Madras, Townsville and Sydney.

Asked if the cables were sent in cipher, Mr. Noma said that very few of the wires received by him as yet had been in such form; in fact they mostly arrived in plain English.

The messages do not arrive in Japanese when they are sent.

Well, just at the beginning of the war some of the cables received at our Consulate here were in Japanese, but as a rule all the messages relating to the war now come through as they are handed in in English.

The Japanese evidently understand how important it is, and have therefore dropped sending their messages in their own language, which, of course, ensures both accuracy and despatch in the handling of the cables.

HONGKONG STEAMER OVERDUE.

ON THE MANILA RUN.

Grave fears are being entertained regarding the safety of the steamer *Legazpi*, which is now six days overdue on the run from Hongkong to Manila. The *Legazpi* is an American-owned vessel of 500 tons register, and belongs to the firm of Messrs. Yarbar & Co., Ltd., for whom Messrs. Barretto & Co. are the Hongkong agents. For the last six months the vessel has been regularly running between the two ports, and prior to that she was under charter to the *Quintuplet Fishery* at Manila, and was used as a transport. She was commanded by Captain Yarbar, son of one of the owners, and left Hongkong for Manila on the 15th December. As a rule the passage to Manila occupied the *Legazpi* between two and two and a half days, but since her last departure nothing has been heard of the vessel and both the owners and agents have become anxious as to her whereabouts. She carried eight passengers, and a complement of 15 men. The names of the passengers are as follows: Captain C. H. Hyde,

TELEGRAMS.

(Reuters.)

Canada—A Naval Squadron.

LONDON, 21st December.

Canada is about to establish, in agreement with the Admiralty, a Canadian squadron, beginning with three cruisers manned by the Canadian Naval Militia.

The Dominion is also prepared to garrison and maintain the defences of the Dockyards at Halifax and Esquimalt.

The British-Japanese Alliance.

The Times discussing the suggestion in Russian newspapers that Great Britain was tiring of the Japanese alliance says that should a "causus belli" unfortunately arise, nothing would induce us to break our plighted word.

The North-Sea Incident Inquiry.

The papers are publishing a variety of reports from Hull of secret agents, supposedly acting for Russia, who have been endeavouring to bribe the fishermen to swear that there were torpedo boats among the trawlers.

THE WAR.

THE TORPEDO BOAT ATTACK

AT PORT ARTHUR.

"SEVASTOPOL" RENDERED USELESS.

Mr. M. Noma, Consul for Japan, has kindly forwarded to us the following telegram:

Tokio, December 22nd.

Admiral Togo, on the 21st inst., reports that the *Sevastopol* was seen busily pumping water from the breach caused by our torpedo attack; but she was listing at least ten degrees with her bow sunk. It is believed that it will be hopeless to recover her for navigation under the present circumstances at Port Arthur.

According to a reliable statement of a prisoner, her netting was torpedoed eight times, while her hull was torpedoed at least once and split eight feet on the afterpart of the port side.

FIGHTING AT PORT ARTHUR.

HEIGHT CAPTURED

NEAR PIGEON BAY.

Tokio, December 22, 5 p.m.

The Port Arthur Army reports that a detachment of our right assaulted and occupied, on Thursday morning, the height of the North Housyanhang, near Pigeon Bay, and also a height on the peninsula in Pigeon Bay, where one Russian gun of small calibre was captured.

The enemy's *coastal gun* on the peninsula was repulsed.

THE "SHELL" TRANSPORT &

TRADING CO., LTD.

INTERIM DIVIDEND.

Writing under to-day's date Messrs. Arnold, Karberg & Co., agents for the above company, state that they have received a telegram from London informing them that the "Shell Transport & Trading Co., Ltd." have declared an Interim Dividend on account of 1904 of 1/- (One Shilling) per Ordinary Share, payable on the 1st January, 1905. Holders of Warrants to Bearers will receive this Dividend against Coupon No. 5, which may be negotiated through the Hongkong and Shanghai Banking Corporation.

SHIPPING JETSAM.

At about eleven o'clock last night an accident occurred in the harbour which resulted in the death of a Chinese boy, aged about thirteen months, and injuries to a Chinese woman and a small girl. It appears that a pinnace from H.M.S. *Glory* was passing Murray Pier, just at the moment when a sampan was leaving the pier to go out to a steamer; but just how the accident occurred could not be ascertained. Whether it was caused by a collision or whether the back-wash of the pinnace caused it, the fact remains that the sampan capsized and threw the occupants into the water, one of whom was the child who was drowned, the woman and the other child being hurt; as it is supposed by the oars on the side of the boat. The usual inquiry, it is understood, will be held in due course.A Tokio wire of 17th inst. says that after disembarking, her wounded at Moji, the hospital ship *Rohilla Maru* was in collision with another vessel. A hole eight feet wide was made in her port side, and she was purposely beached to stop the rush of water.The British steamer *Ascot*, which stranded during a storm at Muroran on the 9th, was refloated the following day, only slightly damaged.The China Navigation Co.'s steamer *Chefo*, 684 tons net, built at Greenock in 1876, is reported sold, apparently for blockade-running purposes.The question of proper harbour regulations has on several occasions in the last dozen years occupied the attention of the Government and its advisers, says the *Bangkok Times*. It has again been under consideration for some time past, and it is expected that the new regulations will be in force in April next. We understand that the acting Harbour Master, Liddon Anuphan, is shortly leaving on a trip to Singapore, Penang and Rangoon.

HONGKONG'S CEMENT INDUSTRY.

THE PLANT AT HOKUN.

HOW THE GREEN ISLAND CEMENT CO. WORKS.

One of the comparatively few firms in the East which was quick to realize the possibilities of the St. Louis Exposition as a means of advertising their wares was the Green Island Cement Co. of Hongkong, of which Messrs. Shaw, Jones & Co. are the general managers. Samples of the product manufactured at Macao and at Hongkong—or rather Hokun—were sent to the Exposition, and in order that visitors who were inclined for business might be better able to comprehend the extent and character of the Company's business, a neat little pamphlet appropriately bound in green covers was published. That booklet has now been issued to many in Hongkong, and a fair idea of what the Company is doing can be obtained from the information within its covers. But it is all too brief. Indeed, to show how brief and to the point if you will, the actual statement made by the Company is, the entire statement may be quoted in full, without unduly transgressing on space:

WHAT THE COMPANY DOES.

It says:—"The Green Island Cement Company derives its name from an island, 'Iha Verde' or Green Island, situated in the harbour of the Portuguese colony of Macao in China. The Company started its manufacture of Portland Cement about fifteen years ago. At the present time there are four kilns in operation in Macao and fourteen in a much larger factory erected by the same Company in 1899 in the British colony of Hongkong. The total production of both factories amounts at present to 400,000 casks a year. Green Island Cement has been used for all descriptions of work, dams for reservoirs, street tramways, harbour works, heavy foundations, fortifications, &c., &c., and it has everywhere given satisfaction, as proved by the attached analysis test and certificates from consumers. Two very large graving docks, capable of holding the biggest ships in the world, are in course of construction in Hongkong; one being built by the British Admiralty and one by a private firm, and Green Island cement is being exclusively used in the construction of both. The most severe tests are required by the Government officials and Dock contractors. The machinery employed is all of the most up to date type that can be procured from England, America and Denmark, and the kilns are of the Autlberg type, which are the best suited to the economic conditions of the place."

OVERWHELMED WITH ORDERS.

That is summarising with vengeance, but the Company rely upon the attested letters of well-known architects and builders for the kudos which they have gained. There are letters from Hongkong, including the Public Work Department, Singapore, London, &c., together with chemical reports from the Japanese Department of Agriculture and Commerce, the Berlin Chemical Laboratory, &c. These are of a very high quality, and perhaps the best borne out by the report made in *Engineering* that the Company were unable to fill all the orders, which were pouring in upon them, with sufficient rapidity; that, indeed, it was necessary to work night and day, and even then orders had to remain standing. In some that indicates the extent of the business which is being carried on in our midst, but as it is true that the average Londoner knows less of London than the country cousin, so it may be said that the average resident in Hongkong and Kowloon knows less of the Green Island Cement Company's works at Kowloon, than the stranger who appreciates the ramifications of the Company's business.

ORIGIN OF THE COMPANY.

Those who have been round the eastern side of Kowloon have noticed that range of lofty roofs from which a dozen and more pointed chimney stacks rise in the air. It is there that the Cement Company has established its immense business. But as succinctly explained in the pamphlet referred to the Company owed its birth to the island known as Iha Verde in Macao. The Kowloon business started as an offshoot of the parent works; but the offshoot proved to be a lusty and vigorous daughter, who quickly outgrew leading strings and assumed treble the proportions of the original stock. Today the kilns at Macao are only some four in number; at Kowloon fourteen are in full blast, and within a year even that number will be increased, all to cope with the steady and growing demand for the product.

AN INTERNATIONAL WORKSHOP.

The manufacture of cement in this part of the world is another example of how industry and patience can overcome all obstacles. The factory at Hokun brings together in close communion, so to speak, a variety of nationalities. There is a Danish manager, the essence of courtesy as most people are aware, and Danish supervisors; an English engineer, another example of the obliging, and British engineers; there are Chinese, Indian, Portuguese workmen and overseers. The machinery is Scotch, the material and the product is Colonial British.

WHAT IS CEMENT?

Cement consists mainly of limestone and shale mixed in exactly the right proportion; but even if the proportions are right to the half of one per cent, say, and the two elements are not thoroughly mixed, the cement would be worthless; and, further, if the relative proportions are correct to a hair's breadth and the raw material has been ground to an almost impalpable powder the admixture is still a long way from being the cement of commerce. It still has to pass through the burning, fiery furnace, where the elements are chemically used; then it has to be ground over again into an impalpable powder prior to barreling, for in the fusing process this exceedingly fine dust coagulates as it were, and forms what is technically known as "clinker"—a very hard, gritty, and lumpy substance which

is exceptionally rough on grinding machinery. A rough idea of the extent of the plant, which is capable of all this, and which turns out roughly over 170 tons of cement per day, may be gained from the simple statement that from the spot at which the raw material enters the mills it travels fully three-quarters of a mile automatically before it is dumped into the storage houses, in its finished state. Many people have an idea that cement is readily made by a rough-and-ready process so long as the raw materials are handy. On the contrary, it is one of the most intricate processes known, and one of the most interesting.

AN AERIAL RAILWAY.

The metal or shale comes from the West River, somewhere near Canton. It is quarried from the solid rock and arrives in Hongkong in great chunks. Junks bring the upwieldy mass to the factory's wharf and it is dumped down in heaps within the Company's premises. Here we see the first of the many labour-saving appliances which have been brought into use by the Company's servants. The process of carrying each lump of stone metal from the junk to the heap on shore would mean, and did in the old days mean, enormous labour and difficulty. When it is remembered that each boulder is generally twice the size of a man's Sunday hat, and five hundred times as heavy, one can understand how painfully tedious any method of hand-carryage from the junks to the shore would be. Even when the material is to be conveyed from the vessel to the land by the softest and most easily disposed-of chariot, you know how laborious and lengthy is the process. All that sort of manual work is done away with, by the simple device of aerial rope railway. Buckets travel along the railway at regular intervals, are filled at the junk, travel along an inclined plane to the metal heap, discharge their contents, and proceed on their endless journey. Even the present method in force at the Company's works at Hokun is not as satisfactory as the critical manager and engineer desire, so a new railway has been ordered from Europe and it is expected to arrive here within a week. The present rope railway is capable of dealing with three hundred tons of material a day and it may be presumed that the new railway will be no less expeditious.

CLAY AND COAL.

So much for the stone metal. The clay with which it is mixed comes from Macao, in junks. It is not an inviting looking substance. It has been dug out of the beds of rivers, but it has that special property which goes to the composition of fine cement—in fact, Green Island cement. There is another ingredient to be mentioned and curiously enough as it may seem to most people that is coal, but we will come to that in due course.

ENTREZ THE COOLIE.

After the metal has been dumped—to use a favourite Protectionist term—on the stock-hemp, the coolie appears on the scene. He also brings a barrow with him and wheels the great blocks of stone to the crushers. As the coolie is paid so much for his labours it depends entirely upon himself whether he makes a respectable livelihood or otherwise; he can, and most of them do, make a very comfortable living-work and certainly he has no apparent cause to grumble at the treatment which, as an employe, he receives from the Green Island Cement Company.

APPROACHING THE FACTORY.

Those who have never been within range of a cement factory can scarcely realise the deafening tumult that prevails when the machines are in full working order. At a distance, say a mile off, the sound resembles the dull rumbling of angry breakers on the shore. Coming closer the roar increases with every step, till finally at close range it seems as if the very earth were palpitating with the din. You can not hear yourself speak; you can only communicate by means of "nods and becks and wretched smiles." And all this roaring and crashing come from the crushing factory where the huge blocks of stone are being bounded and churning into power.

AUTOMATIC MACHINERY.

The machines are like none of those with which one is accustomed to see. They are built on destruction—a humbug which finds some resemblance between them and the railway porter; but humbug is a dangerous jade to meddle with. When the stones have been heaved by the coolies in the direction of the first crusher, the machine begins to revolve. It goes the block, and gradually the solid rock is squeezed to atoms; but these atoms are too big for ordinary purposes—they are sometimes the size of a silver dollar. So they are automatically caught up in an elevator and plunged into another crushing mill, where a similar process of breaking up the pieces takes place, and finally it emerges as a fine powdery meal.

A SIDE INDUSTRY.

Now, a word about the clay. When it arrives at Hongkong it is in the form of small pellets; when it was in Macao, it was allowed to dry in the sun and become hard. But it does not remain long in that condition after it has reached the Cement Company's Works at Hokun! It also is powdered to a mealy size and for the first time meets the stone metal which has lost all resemblance to its pristine appearance. Automatic machines catch up the two substances, mix them up together like a Seidlitz powder, weigh them in the proportions necessary for the cement and repeat the process of pulverising, the two substances! All this has not taken place in one room. The stuff has been carried about, usually automatically, from one place to another through a series of pillars, post to post, ground by all sorts of machinery, from heavy, squatting shafts to round cannon balls, and generally maltreated.

EXTENSIONS.

Now, as to the motive power, that really involves the question of extensions. At present, however, the motive power is derived from five water-tube boilers, and two big main engines which combine to produce 1,000 H.P. The whole place is lighted by electricity, obtained from the Kowloon mains. But the extensions will be a vast improvement on this condition of things, and to provide for which the capital of the Company was recently raised by unanimous resolution of shareholders. Engines have just arrived for over 500 H.P., and the "beds" are ready for their installation. A new boiler has been put in, and the yard is strewed with parts and pieces of machinery, some weighing five tons and over, while one piece alone weighs eleven tons. It is with pardonable pride that the engineers state, how, they intended this work to be done.

GOVERNMENT NOTIFICATION.

The letting of Public Auction Sale, to be held on TUESDAY, the 27th day of December, 1904, at the Premises of the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND at Deep Water Bay, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at CROWN RENT, to be fixed by the Surveyor of His Majesty the KING, for a further term of 75 years.

clinker stage, and a variety of other processes to be seen before the cement finally repose in the clamped cask.

THE DRYING TUNNELS.

All over the grounds of the manufactory are lines of rails, and trucks carrying material from one point to another. Into these trucks, the soft briquettes are placed and sent along to the drying tunnels. They are rapidly dried—as soft as putty in fact—when they go into the tunnels and twenty hours pass before they are seen again. At the end where they enter, the air is just perceptibly warmer than the atmosphere at present. Doubtless, in the summer, the outer temperature is higher than that at the entrance to the tunnels. But a walk to the other side of the walls, and open any of the double doors will keep in the air. You do not want to open the door too wide. About half-a-foot will do. Then, thirdly, you find inside and it seems as if it were being rapidly parboiled! In this high temperature the briquettes remain until they are as hard as the proverbial brick, though as brittle as untempered iron. The journey through the tunnels has extracted the dampness and left them ready for another operation.

Piled on trucks they are sent along to the kiln-house and, as, it is pleasantly termed, fed into the kilns. Each kiln takes about 600 lbs. of briquettes a day and there are fourteen kilns in active operation so it is a matter of simple multiplication to discover the output. It is in the kilns where the most wonderful perhaps of the many operations through which the metal and clay have passed takes place. It is here that the coal enters into the contract.

IN THE KILN-HOUSE.

On the ground floor of the kiln-house, the atmosphere is warm and thick with dust. Indeed, anyone who has once visited a cement factory will find that the fumes of the kiln-houses and the queer impalpable dust, which floats in the air cannot be got rid of for days. That dust seems to get into your eyes and down your throat, tickling your larynx and setting up a cough that hangs about you. Probably half the cough and the idea that your eyes are still full of grit may be the result of your imagination, but there it is.

Climbing up a ladder to the next floor we arrived at a perfect *lavabo*. Most people who have been in a steamer's stokehole fancy they know all about shooting flames and red-hot cinders. But they are really only at the beginning of knowledge, which is wisdom. The bricks are thrown into this fiery furnace, and amid the base of black smoke and darting flame-lances, you can see half-naked figures punching and scraping with long iron poles, and shovelling in coal, and still more coal. Through a round hole, when the lid is taken off a glimpse of the nether regions is obtained. It is decidedly fascinating, but by no means comforting. Once a fire is lighted in a kiln it burns for two years on end; then the fire-brick lining is removed.

THE CLINKER STAGE.

Here it is that the coal and the bricks are amalgamating in some unexplained, although explainable, way. Take a turn to the bottom of these kilns and you find that the nicely-shaped briquettes have undergone a marvelous change. They have become clinched; that *old* word of miners and smelters comes in here. What constitutes the fine Portland cement for which the Green Island Cement Co. are famous. The clinker in turn is wheeled away to another of the many machines about the compound and ground to a powder, *voilà!* cement! It becomes cement at the rate of one hundred and seventy tons a day. It has reached its last stage and its destination now is the storage bins where it remains for some time.

A contractor may order cement which has been in storage for six weeks or six months and the Company have to be in a position to supply it. There is thus always a considerable quantity in stock, although the demand cannot always be supplied.

A SIDE INDUSTRY.

In all large factories there are always side industries, the outcome of the main business and the Green Island Cement Company's factory at Hokun is no exception to the general rule. For instance, there is the making of casks. Lugs of wood—raw and untrimmed as on the day they left their native habitat somewhere in the vicinity of Canton—are brought by the inevitable junk to the factory's wharf at Kowloon Bay. They are sawn by machinery into lengths to the measurement required, trimmed, edged, and cut up till they are fit for barrel-making. A machine hoops up the wood and the barrel is ready for the cooper. In comes the indispensable truncheon which carries the prepared barrel to the cooper, who deftly, with the barrel with bamboo bands and in a twinkling it is complete, *voilà!* a real barrel.

EXTENSIONS.

Now, as to the motive power, that really involves the question of extensions. At present, however, the motive power is derived from five water-tube boilers, and two big main engines which combine to produce 1,000 H.P. The whole place is lighted by electricity, obtained from the Kowloon mains. But the extensions will be a vast improvement on this condition of things, and to provide for which the capital of the Company was recently raised by unanimous resolution of shareholders. Engines have just arrived for over 500 H.P., and the "beds" are ready for their installation. A new boiler has been put in, and the yard is strewed with parts and pieces of machinery, some weighing five tons and over, while one piece alone weighs eleven tons. It is with pardonable pride that the engineers state, how, they intended this work to be done.

GOVERNMENT NOTIFICATION.

The letting of Public Auction Sale, to be held on TUESDAY, the 27th day of December, 1904, at the Premises of the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND at Deep Water Bay, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at CROWN RENT, to be fixed by the Surveyor of His Majesty the KING, for a further term of 75 years.

modern rotaries, the latest system, by which labour is reduced. A new storehouse has been erected for storing clinker, and extensive stores are already occupied by the cement in its finished state. One of the new features of the engineering department is the employment of a chain-grate stoker, an automatic machine which feeds the fire systematically, secures uniform combustion, and does away with smoke. It is believed to be the first of its kind in the Colony.

A WORKING MASTERS AND DRIVERS.

A word may be said regarding the benefits of the Cement Company's business to the Colony

Shipping—Steamers.

OCEAN STEAMSHIP CO., LTD.

AND

CHINA MUTUAL STEAM NAV. CO., LTD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.

MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	"PELEUS"	24th December.
GLASGOW and LIVERPOOL	"PRIAM"	4th January.
GLASGOW and LIVERPOOL	"WRAYCASTLE"	5th January.

S.S. "PELEUS" left Singapore at daylight on the 18th inst., and may be expected to arrive here on the 24th.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON & ANTWERP	"MOYUNE"	3rd January, 1905.
AMSTERDAM, LONDON & ANTWERP	"HYSON"	17th January.
GENOA, MARSEILLES & L'POOL	"HECTOR"	20th January.
AMSTERDAM, LONDON & ANTWERP	"PRIAM"	31st January.

Taking cargo for Liverpool at London rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMER	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via	"PELEUS"	28th December.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 23rd December, 1904.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
NAGASAKI	"CHIBI"	25th December.
SHANGHAI	"WOOSUNG"	26th "
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHINGTU" *	26th "
MANILA	"TEAN" *	27th "
SHANGHAI	"TAIWAN" *	28th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking cargo and Passengers at through rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 23rd December, 1904.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Perfect Cuisine—Surgeon and Stewardess carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. W. Almond...	MANILA	SATURDAY, 31st Dec. at 10 A.M.
ZAFIRO	2540	R. Rodger	"	

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 23rd December, 1904.

(8)

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK via SUEZ CANAL PROPOSED SAILINGS.

Steamship "RAS ISSA" About 20th January, 1905.
"CLAVERDALE" 30th January, 1905.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 21st December, 1904.

(118)

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

FOR

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship Tons Captain To Sail at Daylight on

"NICOMEDIA" 4,370 Wagner January 9th, 1905.

"NUMANTIA" 4,370 Brchner January 31st, "

"ARABIA" 4,483 Bable February 20th, "

"ARAGONIA" 5,198 Schulte March 12th, "

Through Bills of Lading issued to Pacific Coast Points and all Eastern Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

151 ALLAN CAMERON, General Agent.

NOTICE.

BOO CHEONG, of No. 20, Pottinger Street, has always on hand

FIRST-CLASS WRITING AND PRINTING

PAPERS, AND STATIONERY

of every variety.

Hongkong, 18th October, 1904.

(109)

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES.
From 1st January, 1904.ALSO REDUCED FARES TO
MANILA AND RETURN.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unrivalled Table. Duly qualified Surgeon carried.

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 1st February, 1904. (181)

STEAM TO CANTON.

THE New Twin Screw Steamer.

Tons Captain

"KWONG CHOW" 1,309. J. F. MARTIN.

"KWONG TUNG" 1,238. H. W. WALKER.

Leave Hongkong for Canton at 8.30 Every Evening (Sunday excepted).

Leave Canton for Hongkong about 5 o'clock Every Evening (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity.

Passage Fare—Single Journey \$4.

Meals (Each) 1.

The Company's Wharf is a Short Distance West of the Harbour Master's Office,

SHIU-ON S.S. CO., LTD., and

YUEN ON S.S. CO., LTD.,

No. 8, Queen's Road West.

Hongkong, 17th February, 1904. (181)

HONGKONG-CANTON LINE.

THE British Steamship.

"YING KING."

Captain E. J. Page, of 1,088 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout by Electricity; hot and cold water service. The cuisine is unexcelled.

Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 P.M. and returning from Canton every following evening at 5 P.M.

1st Class \$3.00 for Single Journey.
2nd Class 1.50.
Meals 1.00 each.

The steamer's wharf is at the Western end of Wing Lok Street.

YUK ON S.S. CO., LTD.,
No. 216, Wing Lok Street.
WENDT & CO.,
Canton Agents.

Hongkong, 24th June, 1904. (181)

EXCURSION TO MACAO.

THE Splendid Steamer.

"YING KING."

Captain Page, will make an EXCURSION TRIP TO MACAO, on EVERY SUNDAY, leaving Hongkong at 8.30 A.M. and returning from Macao at 7.30 P.M.

The Steamer will lay alongside the S.S. Perseverance's wharf at Macao.

FARE:

1st Class Single Ticket \$2.00, with Cabin \$3.00
Return " \$3.00, " \$5.00
Tiffin and Dinner may be had on Board at \$1 each meal.YUK ON & CO., LTD.,
S. A. NORONHA,
Macao Agent.

Hongkong, 2nd September, 1904. (198)

HONGKONG-MACAO LINE.

S.S. "WING CHAI".

Captain T. Austin, R.N.R.

THIS Steamer departs from Hongkong on

Week Days, at 8 A.M. and on Sunday

Days at 8.30 A.M. Departs from Macao on Week Days at 2.30 P.M. and on Sundays at 6.30 P.M.

FARES—Week Days, 1st Class, including Cabin and servant, Single \$3; Return Ticket, \$5; 2nd Class, \$1; 3rd Class, 50 cents.

Every Sunday will be an Excursion, at the following rates—1st and 2nd Class, Single Ticket, \$1; Return, \$2; 3rd Class, Single, 30 cents, Return, 50 cents. Steerage, 10 cents.

Tiffin and Dinner can be supplied either on Board, or at the Macao Hotel, for returning passengers only, at an extra charge of \$1.

On Sundays, passengers desiring to have a Private Cabin which has accommodation for two or more passengers, will be charged \$3 extra.

First Class Passengers, who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day.

The Steamer is lit throughout by Electricity.

The Steamer's wharf at Hongkong is at the Western end of Wing Lok Street.

MING ON & CO., LTD.,
2nd Floor, No. 16, Victoria Street.

Hongkong, 6th November, 1904. (197)

REGULAR STEAMSHIP SERVICE

TO NEW YORK,

VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG

1904. About

"SHIMOSA" 30th December.

"GHAZEE" 25th Jan., 1905.

"SATSUMA" 5th Feb.,

* Via Malacca Coast.

For Freight and further information, apply to

DODWELL & CO., LIMITED.

Agents.

Hongkong, 23rd December, 1904. (181)

Shipping—Steamers.

BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR AMOY, STRAITS AND

Shipping.

Arrivals.			
Sobralense, Br. s.s., 1,460, Dean, 2nd Dec.	— Liverpool, and Singapore, 16th Dec, Gen.	— B. & S.	
Workfield, Br. s.s., 2,96, E. G. Broadhead, 2nd Dec., —Cardiff 8th Oct, Coal.—Order.			
Rajaburi, Ger. s.s., 1,189, D. Reimers, 22nd Dec., —"angkok 14th Dec, Rice.—B. & S.			
Elisabeth Kickmers, Ger. s.s., 997, G. Gitschir, 22nd Dec., —Bingkok 14th Dec, Rice.—B. & S.			
Carl Diederichsen, Ger. s.s., 774, H. Schlaikier, 22nd Dec., —Haiphong 29th Dec, Gen.—J. & Co.			
Tjimahi, Dut. s.s., 1,470, N. W. Jurriaans, 22nd Dec., —May 20th Dec, Gen.—J. C. J. L.			
Mausung, Br. s.s., 1,641, S. J. Payne, 22nd Dec., —Sandakan 17th Dec, Timber.—J. M. & Co.			
Jacob Diederichsen, Ger. s.s., 623, B. Olsen, 22nd Dec., —Pakhoi and Hojhow, 20th Dec, Gen.—J. & Co.			
Sperber, Ger. gunboat, 1,879, Oxe, 22nd Dec., —Tainan 15th Dec.			
Waterich, Br. surveying-ship, 620, E. C. Hurdy, 23rd Dec., —from cruise.			
Tern, Br. s.s., 1,346, A. Sommerville, 23rd Dec., —Manila 20th Dec, Gen.—J. & Co.			
Sithonia, Ger. s.s., 4,238, Th. Hildebrandt, 23rd Dec., —Singapore 15th Dec, Gen.—H. V. Zweena, Br. s.s., 900, J. Ewart, 23rd Dec., —Rangoon via: Singapore 2nd Dec, Kerosene Oil.—"Jack Bee.			
Chim, Aust. s.s., 3,855, S. Tomanowice, 23rd Dec., —Singapore 15th Dec, Gen.—S. W. Co.			
Kowloon, Ger. s.s., 1,480, H. Siehr 23rd Dec., —Canton 22nd Dec, Gen.—S. & Co.			
Clearances at the Harbour Office.			
Illa Verde, for Macao.			
Dermore, for Swatow.			
Chuking, for West River.			
Yue sang, for Manila.			
Kwong-chow, for Canton.			
Zafiro, for Manila.			
Domenico for Quang-chow-wan.			
Workfield, for Shanghai.			
Hoching, for Kwong-chow-wan.			
Shun Lee, for West River.			
Wangshu, for Shanghai.			
San U, for West River.			
Dec. 21.			
Australian, for Kobe.			
Dec. 22.			
Roon, for Shanghai, &c.			
Hainan, for Coast Ports.			
Cura Jaben, for Chinkiang.			
Satsuma, for Shanghai.			
Susui, for Shanghai.			
Tritos, for Teingau.			
Profit, for Bangkok.			
Zafiro, for Canton.			
Yunesang, for Manila.			
Ningchow, for Singapore.			

Passengers arrived.

Per Rajaburi, from Bangkok—Mr. and Mrs. Fiege, child and servant.			
Per Elizabeth Rickmers, from Bangkok—Mr. and Mrs. Colonna, Messrs. Konradse and Lorenz.			
Per Roon, for Hongkong from Hamburg—Misses Sofie Enger, K. Tieffes and O. Hechel, From Antwerp—Mr. Charl Bernhardt, From Southampton—Mr. and Mrs. T. D. Rust, Messrs. T. D. McCracken, Mason and W. Tulip, From Gibraltar—Mr. W. S. Brown, From Genoa—Mr. W. W. Widemann, A. D. vid, H. Muller F. Wichter, T. F. Wilgand, and Mrs. E. Leepers, From Naples—Messrs. J. T. Saunders and T. Dimmer, From Colombo—Messrs. Normann, Cuthmann, W. Sikkemeyer and G. Runder, From Peking—Mr. Stephen, From Singapore—Mr. A. Ritchie, For Shanghai from Hamburg—Messrs. Nau, von Cancet, K. Necke, Petra Sore men, B. A. Meyer, M. Freise, T. A. Panny, Maie Huer, Emma Klein, A. Gunther Otto and H. Grant, From Antwerp Mr. Chas. McGran, From Southampton—Mr. A. O. Robbie, Miss Llewellyn, Miss arata, Mr. G. C. Marshal, Mr. Merricless, Messrs. C. A. V. Dick, M. Tusten, Misses Smith and Granger, Mr. Lorna Lune, Miss T. Hall, Messrs. Annie McLellan, F. Dixon, T. Walch, T. Starling, W. Thomson and A. McGregor, From Genoa—Mr. T. C. Martin, Mr. Schab, Messrs. W. M. Law, H. Bollenhagen, G. Leinung, Mathilde Behagel, R. Mahnfeld and A. Korf, Rev and Mrs. Madeley, Messrs. Ellen Baden, E. Kindermann, Mrs. Krutig, Messrs. H. de Buist, W. Buchig A. Korne and T. Mendel Grin, From Naples—Dr. T. Schulze, From Colombo—Mr. T. C. Martin, Mr. Schab, Messrs. W. M. Law, H. Bollenhagen, G. Leinung, Mathilde Behagel, R. Mahnfeld and A. Korf, Rev and Mrs. Madeley, Messrs. Ellen Baden, E. Kindermann, Mrs. Krutig, Messrs. H. de Buist, W. Buchig A. Korne and T. Mendel Grin, From Naples—Dr. T. Schulze, From Colombo—Mr. T. C. Martin, Mr. Schab, Messrs. W. M. Law, H. Bollenhagen, G. Leinung, Mathilde Behagel, R. Mahnfeld and A. Korf, Rev and Mrs. Madeley, Messrs. Ellen Baden, E. Kindermann, Mrs. Krutig, Messrs. H. de Buist, W. Buchig A. Korne and T. Mendel Grin, From Naples—Dr. T. Schulze, From Colombo—Mr. T. C. Martin, Mr. Schab, Messrs. W. M. Law, H. Bollenhagen, G. Leinung, Mathilde Behagel, R. Mahnfeld and A. Korf, Rev and Mrs. Madeley, Messrs. Ellen Baden, E. Kindermann, Mrs. Krutig, Messrs. H. de Buist, W. Buchig A. Korne and T. Mendel Grin, From Naples—Dr. T. Schulze, From Colombo—Mr. T. C. Martin, Mr. Schab, Messrs. W. M. Law, H. Bollenhagen, G. Leinung, Mathilde Behagel, R. Mahnfeld and A. Korf, Rev and Mrs. Madeley, Messrs. Ellen Baden, E. Kindermann, Mrs. Krutig, Messrs. H. de Buist, W. Buchig A. Korne and T. Mendel Grin, From Naples—Dr. T. Schulze, From Colombo—Mr. T. C. Martin, Mr. Schab, Messrs. W. M. Law, H. Bollenhagen, G. Leinung, Mathilde Behagel, R. Mahnfeld and A. Korf, Rev and Mrs. Madeley, Messrs. Ellen Baden, E. Kindermann, Mrs. Krutig, Messrs. H. de Buist, W. Buchig A. Korne and T. Mendel Grin, From Naples—Dr. T. Schulze, From Colombo—Mr. T. C. Martin, Mr. Schab, Messrs. W. M. Law, H. Bollenhagen, G. Leinung, Mathilde Behagel, R. Mahnfeld and A. Korf, Rev and Mrs. Madeley, Messrs. Ellen Baden, E. Kindermann, Mrs. Krutig, Messrs. H. de Buist, W. Buchig A. Korne and T. Mendel Grin, From Naples—Dr. T. Schulze, From Colombo—Mr. T. C. Martin, Mr. Schab, Messrs. W. M. Law, H. Bollenhagen, G. Leinung, Mathilde Behagel, R. Mahnfeld and A. Korf, Rev and Mrs. Madeley, Messrs. Ellen Baden, E. Kindermann, Mrs. Krutig, Messrs. H. de Buist, W. Buchig A. Korne and T. Mendel Grin, From Naples—Dr. T. Schulze, From Colombo—Mr. T. C. Martin, Mr. Schab, Messrs. W. M. Law, H. Bollenhagen, G. Leinung, Mathilde Behagel, R. Mahnfeld and A. Korf, Rev and Mrs. Madeley, Messrs. Ellen Baden, E. Kindermann, Mrs. Krutig, Messrs. H. de Buist, W. Buchig A. Korne and T. Mendel Grin, From Naples—Dr. T. Schulze, From Colombo—Mr. T. C. Martin, Mr. Schab, Messrs. W. M. Law, H. Bollenhagen, G. Leinung, Mathilde Behagel, R. Mahnfeld and A. Korf, Rev and Mrs. Madeley, Messrs. Ellen Baden, E. Kindermann, Mrs. Krutig, Messrs. H. de Buist, W. Buchig A. Korne and T. Mendel Grin, From Naples—Dr. T. Schulze, From Colombo—Mr. T. C. Martin, Mr. Schab, Messrs. W. M. Law, H. Bollenhagen, G. Leinung, Mathilde Behagel, R. Mahnfeld and A. Korf, Rev and Mrs. Madeley, Messrs. Ellen Baden, E. Kindermann, Mrs. Krutig, Messrs. H. de Buist, W. Buchig A. Korne and T. Mendel Grin, From Naples—Dr. T. Schulze, From Colombo—Mr. T. C. Martin, Mr. Schab, Messrs. W. M. Law, H. Bollenhagen, G. Leinung, Mathilde Behagel, R. Mahnfeld and A. Korf, Rev and Mrs. Madeley, Messrs. Ellen Baden, E. Kindermann, Mrs. Krutig, Messrs. H. de Buist, W. Buchig A. Korne and T. Mendel Grin, From Naples—Dr. T. Schulze, From Colombo—Mr. T. C. Martin, Mr. Schab, Messrs. W. M. Law, H. Bollenhagen, G. Leinung, Mathilde Behagel, R. Mahnfeld and A. Korf, Rev and Mrs. Madeley, Messrs. Ellen Baden, E. Kindermann, Mrs. Krutig, Messrs. H. de Buist, W. Buchig A. Korne and T. Mendel Grin, From Naples—Dr. T. Schulze, From Colombo—Mr. T. C. Martin, Mr. Schab, Messrs. W. M. Law, H. Bollenhagen, G. Leinung, Mathilde Behagel, R. Mahnfeld and A. Korf, Rev and Mrs. Madeley, Messrs. Ellen Baden, E. Kindermann, Mrs. Krutig, Messrs. H. de Buist, W. Buchig A. Korne and T. Mendel Grin, From Naples—Dr. T. Schulze, From Colombo—Mr. T. C. Martin, Mr. Schab, Messrs. W. M. Law, H. Bollenhagen, G. Leinung, Mathilde Behagel, R. Mahnfeld and A. Korf, Rev and Mrs. Madeley, Messrs. Ellen Baden, E. Kindermann, Mrs. Krutig, Messrs. H. de Buist, W. Buchig A. Korne and T. Mendel Grin, From Naples—Dr. T. Schulze, From Colombo—Mr. T. C. Martin, Mr. Schab, Messrs. W. M. Law, H. Bollenhagen, G. Leinung, Mathilde Behagel, R. Mahnfeld and A. Korf, Rev and Mrs. Madeley, Messrs. Ellen Baden, E. Kindermann, Mrs. Krutig, Messrs. H. de Buist, W. Buchig A. Korne and T. Mendel Grin, From Naples—Dr. T. Schulze, From Colombo—Mr. T. C. Martin, Mr. Schab, Messrs. W. M. Law, H. Bollenhagen, G. Leinung, Mathilde Behagel, R. Mahnfeld and A. Korf, Rev and Mrs. Madeley, Messrs. Ellen Baden, E. Kindermann, Mrs. Krutig, Messrs. H. de Buist, W. Buchig A. Korne and T. Mendel Grin, From Naples—Dr. T. Schulze, From Colombo—Mr. T. C. Martin, Mr. Schab, Messrs. W. M. Law, H. Bollenhagen, G. Leinung, Mathilde Behagel, R. Mahnfeld and A. Korf, Rev and Mrs. Madeley, Messrs. Ellen Baden, E. Kindermann, Mrs. Krutig, Messrs. H. de Buist, W. Buchig A. Korne and T. Mendel Grin, From Naples—Dr. T. Schulze, From Colombo—Mr. T. C. Martin, Mr. Schab, Messrs. W. M. Law, H. Bollenhagen, G. Leinung, Mathilde Behagel, R. Mahnfeld and A. Korf, Rev and Mrs. Madeley, Messrs. Ellen Baden, E. Kindermann, Mrs. Krutig, Messrs. H. de Buist, W. Buchig A. Korne and T. Mendel Grin, From Naples—Dr. T. Schulze, From Colombo—Mr. T. C. Martin, Mr. Schab, Messrs. W. M. Law, H. Bollenhagen, G. Leinung, Mathilde Behagel, R. Mahnfeld and A. Korf, Rev and Mrs. Madeley, Messrs. Ellen Baden, E. Kindermann, Mrs. Krutig, Messrs. H. de Buist, W. Buchig A. Korne and T. Mendel Grin, From Naples—Dr. T. Schulze, From Colombo—Mr. T. C. Martin, Mr. Schab, Messrs. W. M. Law, H. Bollenhagen, G. Leinung, Mathilde Behagel, R. Mahnfeld and A. Korf, Rev and Mrs. Madeley, Messrs. Ellen Baden, E. Kindermann, Mrs. Krutig, Messrs. H. de Buist, W. Buchig A. Korne and T. Mendel Grin, From Naples—Dr. T. Schulze, From Colombo—Mr. T. C. Martin, Mr. Schab, Messrs. W. M. Law, H. Bollenhagen, G. Leinung, Mathilde Behagel, R. Mahnfeld and A. Korf, Rev and Mrs. Madeley, Messrs. Ellen Baden, E. Kindermann, Mrs. Krutig, Messrs. H. de Buist, W. Buchig A. Korne and T. Mendel Grin, From Naples—Dr. T. Schulze, From Colombo—Mr. T. C. Martin, Mr. Schab, Messrs. W. M. Law, H. Bollenhagen, G. Leinung, Mathilde Behagel, R. Mahnfeld and A. Korf, Rev and Mrs. Madeley, Messrs. Ellen Baden, E. Kindermann, Mrs. Krutig, Messrs. H. de Buist, W. Buchig A. Korne and T. Mendel Grin, From Naples—Dr. T. Schulze, From Colombo—Mr. T. C. Martin, Mr. Schab, Messrs. W. M. Law, H. Bollenhagen, G. Leinung, Mathilde Behagel, R. Mahnfeld and A. Korf, Rev and Mrs. Madeley, Messrs. Ellen Baden, E. Kindermann, Mrs. Krutig, Messrs. H. de Buist, W. Buchig A. Korne and T. Mendel Grin, From Naples—Dr. T. Schulze, From Colombo—Mr. T. C. Martin, Mr. Schab, Messrs. W. M. Law, H. Bollenhagen, G. Leinung, Mathilde Behagel, R. Mahnfeld and A. Korf, Rev and Mrs. Madeley, Messrs. Ellen Baden, E. Kindermann, Mrs. Krutig, Messrs. H. de Buist, W. Buchig A. Korne and T. Mendel Grin, From Naples—Dr. T. Schulze, From Colombo—Mr. T. C. Martin, Mr. Schab, Messrs. W. M. Law, H. Bollenhagen, G. Leinung, Mathilde Behagel, R. Mahnfeld and A. Korf, Rev and Mrs. Madeley, Messrs. Ellen Baden, E. Kindermann, Mrs. Krutig, Messrs. H. de Buist, W. Buchig A. Korne and T. Mendel Grin, From Naples—Dr. T. Schulze, From Colombo—Mr. T. C. Martin, Mr. Schab, Messrs. W. M. Law, H. Bollenhagen, G. Leinung, Mathilde Behagel, R. Mahnfeld and A. Korf, Rev and Mrs. Madeley, Messrs. Ellen Baden, E. Kindermann, Mrs. Krutig, Messrs. H. de Buist, W. Buchig A. Korne and T. Mendel Grin, From Naples—Dr. T. Schulze, From Colombo—Mr. T. C. Martin, Mr. Schab, Messrs. W. M. Law, H. Bollenhagen, G. Leinung, Mathilde Behagel, R. Mahnfeld and A. Korf, Rev and Mrs. Madeley, Messrs. Ellen Baden, E. Kindermann, Mrs. Krutig, Messrs. H. de Buist, W. Buchig A. Korne and T. Mendel Grin, From Naples—Dr. T. Schulze, From Colombo—Mr. T. C. Martin, Mr. Schab, Messrs. W. M. Law, H. Bollenhagen, G. Leinung, Mathilde Behagel, R. Mahnfeld and A. Korf, Rev and Mrs. Madeley, Messrs. Ellen Baden, E. Kindermann, Mrs. Krutig, Messrs. H. de Buist, W. Buchig A. Korne and T. Mendel Grin, From Naples—Dr. T. Schulze, From Colombo—Mr. T. C. Martin, Mr. Schab, Messrs. W. M. Law, H. Bollenhagen, G. Leinung, Mathilde Behagel, R. Mahnfeld and A. Korf, Rev and Mrs. Madeley, Messrs. Ellen Baden, E. Kindermann, Mrs. Krutig, Messrs. H. de Buist, W. Buchig A. Korne and T. Mendel Grin, From Naples—Dr. T. Schulze, From Colombo—Mr. T. C. Martin, Mr. Schab, Messrs. W. M. Law, H. Bollenhagen, G. Leinung, Mathilde Behagel, R. Mahnfeld and A. Korf, Rev and Mrs. Madeley, Messrs. Ellen Baden, E. Kindermann, Mrs. Krutig, Messrs. H. de Buist, W. Buchig A. Korne and T. Mendel Grin, From Naples—Dr. T. Schulze, From Colombo—Mr. T. C. Martin, Mr. Schab, Messrs. W. M. Law, H. Bollenhagen, G. Leinung, Mathilde Behagel, R. Mahnfeld and A. Korf, Rev and Mrs. Madeley, Messrs. Ellen Baden, E. Kindermann, Mrs. Krutig, Messrs. H. de Buist, W. Buchig A. Korne and T. Mendel Grin, From Naples—Dr. T. Schulze, From Colombo—Mr. T. C. Martin, Mr. Schab, Messrs. W. M. Law, H. Bollenhagen, G. Leinung, Mathilde Behagel, R. Mahnfeld and A. Korf, Rev and Mrs. Madeley, Messrs. Ellen Baden, E. Kindermann, Mrs. Krutig, Messrs. H. de Buist, W. Buchig A. Korne and T. Mendel Grin, From Naples—Dr. T. Schulze, From Colombo—Mr. T. C. Martin, Mr. Schab, Messrs. W. M. Law, H. Bollenhagen, G. Leinung, Mathilde Behagel, R. Mahnfeld and A. Korf, Rev and Mrs. Madeley, Messrs. Ellen Baden, E. Kindermann, Mrs. Krutig, Messrs. H. de Buist, W. Buchig A. Korne and T. Mendel Grin, From Naples—Dr. T. Schulze, From Colombo—Mr. T. C. Martin, Mr. Schab, Messrs. W. M. Law, H. Bollenhagen, G. Leinung, Mathilde Behagel, R. Mahnfeld and A. Korf, Rev and Mrs. Madeley, Messrs. Ellen Baden, E. Kindermann, Mrs. Krutig, Messrs. H. de Buist, W. Buchig A. Korne and T. Mendel Grin, From Naples—Dr. T. Schulze, From Colombo—Mr. T. C. Martin, Mr. Schab, Messrs. W. M. Law, H. Bollenhagen, G. Leinung, Mathilde Behagel, R. Mahnfeld and A. Korf, Rev and Mrs. Madeley, Messrs. Ellen Baden, E. Kindermann, Mrs. Krutig, Messrs. H. de Buist, W. Buchig A. Korne and T. Mendel Grin, From Naples—Dr. T. Schulze, From Colombo—Mr. T. C. Martin, Mr. Schab, Messrs. W. M. Law, H. Bollenhagen, G. Leinung, Mathilde Behagel, R. Mahnfeld and A. Korf, Rev and Mrs. Madeley, Messrs. Ellen Baden, E. Kindermann, Mrs. Krutig, Messrs. H. de Buist, W. Buchig A. Korne and T. Mendel Grin, From Naples—Dr. T. Schulze, From Colombo—Mr. T. C. Martin, Mr. Schab, Messrs. W. M. Law, H. Bollenhagen, G. Leinung, Mathilde Behagel, R. Mahnfeld and A. Korf, Rev and Mrs. Madeley, Messrs. Ellen Baden, E. Kindermann, Mrs. Krutig, Messrs. H. de Buist, W. Buchig A. Korne and T. Mendel Grin, From Naples—Dr. T. Schulze, From Colombo—Mr. T. C. Martin, Mr. Schab, Messrs. W. M. Law, H. Bollenhagen, G. Leinung, Mathilde Behagel, R. Mahnfeld and A. Korf, Rev and Mrs. Madeley, Messrs. Ellen Baden, E. Kindermann, Mrs. Krutig, Messrs. H. de Buist, W. Buchig A. Korne and T. Mendel Grin, From Naples—Dr. T. Schulze, From Colombo—Mr. T. C. Martin, Mr. Schab, Messrs. W. M. Law, H. Bollenhagen, G. Leinung, Mathilde Behagel, R. Mahnfeld and A. Korf, Rev and Mrs. Madeley, Messrs. Ellen Baden, E. Kindermann, Mrs. Krutig, Messrs. H. de Buist, W. Buchig A. Korne and T. Mendel Grin, From Naples—Dr. T. Schulze, From Colombo—Mr. T. C. Martin, Mr. Schab, Messrs. W. M. Law, H. Bollenhagen, G. Leinung, Mathilde Behagel, R. Mahnfeld and A. Korf, Rev and Mrs. Madeley, Messrs. Ellen Baden, E. Kindermann, Mrs. Krutig, Messrs. H. de Buist, W. Buchig A. Korne and T. Mendel Grin, From Naples—Dr. T. Schulze, From Colombo—Mr. T. C. Martin, Mr. Schab, Messrs. W. M. Law, H. Bollenhagen, G. Leinung, Mathilde Behagel, R. Mahnfeld and A. Korf, Rev and Mrs. Madeley, Messrs. Ellen Baden, E. Kindermann, Mrs. Krutig, Messrs. H. de Buist, W. Buchig A. Korne and T. Mendel Grin, From Naples—Dr. T. Schulze, From Colombo—Mr. T. C. Martin, Mr. Schab, Messrs. W. M. Law, H. Bollenhagen, G. Leinung, Mathilde Behagel, R. Mahnfeld and A. Korf, Rev and Mrs. Madeley, Messrs. Ellen Baden, E. Kindermann, Mrs. Krut			

Mails.

MESSAGERIES
MARITIMES
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, ADEN, EGYPT,
MARSEILLES, LONDON,
HAVRE, BORDEAUX,
MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "TONKIN".

Captain R. Schmitz, will be despatched for MARSEILLES on TUESDAY, the 27th DECEMBER, at 1 P.M.

Passage tickets and through-Bills-of-Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:—

S.S. "DUMBEA" 10th January, 1905.

S.S. "AUSTRALIEN" 24th January, 1905.

S.S. "SALAZIE" 7th February, 1905.

L. BRIDOU,
Acting Agent.

Hongkong, 20th December, 1904. [9]



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERICAN
CAN and SOUTH AFRICAN PORTS.)

THE Steamship

"BENGAL,"

Captain G. Phillips, carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 31st December, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. "Victoria," 6,552 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

and Tea for France
Cargo for France
and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. "Oriental," in London on the 12th February, 1905.

Parcel will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 17th December, 1904. [14]

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.
BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA,
VIA
MOJI, KOBE AND YOKOHAMA.

Steamers. Tons. Captains. Sailing.

Pleades I 3,753 F.G. Purinton Ab. Dec. 24
Tremont 9,660 G. W. Williams " Jan. 10
Lyra 4,417 F.G. Purinton " Feb. 9
Pleades II 3,753 F.G. Purinton " Mar. 4

¶ Cargo only.

FOR MANILA.
The largest, steadiest, and most comfortable steamer for Manila.

Tremont 9,660 T. W. Garlick. Ab. Dec. 28

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. "Shawmut" and "Tidwell" have just been fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo carried in cold storage.

For further information, apply to

DODWELL, & CO., LIMITED.

General Agents.

Queen's Buildings.
Hongkong, 26th December, 1904. [12]

NOTICE OF REMOVAL.

A FOOK & CO.,
SHIP AND HOUSE COMPRADORES,
have this day

REMOVED

TO

NO. 12, POTTINGER STREET,
(opposite their old establishment).
Hongkong, 24th November, 1904. [184]

For Sale.

FOR SALE.

ONE VERTICAL ENGINE with Fly Wheel and Governor, one cylinder 9½ inches diameter by 8 inch stroke.

One VERTICAL ENGINE with Fly Wheel and Governor, one cylinder 12½ inches diameter by 18 inch stroke.

One VERTICAL ENGINE with Fly Wheel and Governor, two cylinders 9½ inches diameter by 12 inch stroke.

One HORIZONTAL ENGINE with Fly Wheel and Governor, one cylinder 11½ inches diameter by 36 inch stroke.

One HORIZONTAL ENGINE with Fly Wheel and Governor, one cylinder 16 inches diameter by 16 inch stroke.

The above can be inspected, and all particulars obtained, upon application to the Manager, Kowloon Docks.

W. B. DIXON,
Chief Manager.

Hongkong, 10th December, 1904. [1330]

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.00 per Cask
ex Factory.

In Bags of 250 lbs. net \$8.20 per Bag
ex Factory.

SHewan, Tomes & Co.,
General Managers.

Hongkong, 2nd September, 1904. [783]

FOR SALE.

INCANDESCENT
GASOLINE
LAMPS

OF ALL DESCRIPTIONS,
from the best makers.

INCANDESCENT

MANTLES,

CHIMNEYS,

GLOBES,

SHADES, &c.,

for

GASOLINE AND GAS

LAMPS

at the most moderate

prices.

Lamps fixed up for
Buyers free of charge.

Naphtha of the best
kind kept in stock.

TAI KWONG CO.,

56, Lyndhurst Terrace.

Hongkong, 2nd May, 1904. [31]

To Let.

TO LET.

GODOWN No. 3, Tsimshatsui, Kennedy
Town.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

Hongkong, 21st November, 1904. [1259]

TO LET.

N.O. 1, STEWART TERRACE,
THE PEAK.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

Hongkong, 26th March, 1904. [436]

TO LET.

N.O. 1, RIPPON TERRACE.

A HOUSE in WONG NEI CHONG ROAD,
FLATS in MORETON TERRACE facing
Polo Ground.

OFFICES in course of erection, CON-
NAUGHT ROAD (near BLAKE PIER).
GODOWNS: PRAYA EAST.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

Hongkong, 2nd December, 1904. '956

TO LET.

ONE ROOM on the First Floor of
ALEXANDRA BUILDINGS.

Apply to—

SECRETARY,
A. S. Watson & Co., Limited.

Hongkong, 10th December, 1904. [729]

TO LET.

FLATS, for OFFICES, in New Buildings,
next to Messrs. Jardine, Matheson & Co.,
Pedder's Street: Electric Lift.

Apply to—

AHMET RUMJAHN,

64, Queen's Road.

Hongkong, 19th December, 1904. [1355]

TO LET.

EUROPEAN HOUSES, Nos. 2 to 4, 6 to 8

and 10 to 15, GAP ROAD, facing Race
Course, within reach of the Electric Cars,

thoroughly cleansed and colour-washed, in flats
or whole.

Apply to—

S. A. SETH,

Land and Estate Broker,

Dairy Farm Co., Ltd.

Hongkong, 17th November, 1904. [996]

TO LET.

WILD DELI BUILDINGS, No. 147,
WANCHAI ROAD. Comfortable and
airy flats of 2 or 3 rooms, from \$25 inclusive
of Taxes.

No. 13, MOSQUE JUNCTION.

And others to suit various requirements.

S. A. SETH,

Land and Estate Broker,

Dairy Farm Co., Ltd.

Hongkong, 14th October, 1904. [49]

TO LET.

SHARE QUOTATIONS.

Supplied by MESSRS. BENJAMIN, KELLY & POTTS: Corrected to noon; later alterations given in the "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.				\$1,000,000 \$70,000,000 \$35,000,000	\$1,492,554	Div. of 1/10. @ exchange 1/9 15/16 \$16.41 for first half-year 1904.	5 1/2 %	\$715 sales London, £701
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$1,000,000 \$70,000,000 \$35,000,000	\$21,668	\$2 (London 3/6) for 1903	5 1/2 %	\$39 sellers
National Bank of China, Limited	99,925	\$7	\$7	\$175,533 \$191,973	\$1,50,494	\$17 for 1903	6 1/2 %	\$250 buyers
Marine Insurancrs	10,000	\$250	\$50	\$1,000,000 \$151,992 \$162,366 \$37,145	Nil.	\$4½ for year ended 30.4.1904	7 1/2 %	\$581
Canton Insurance Office, Limited	24,000	\$83.33	\$25	\$1,000,000 \$151,992 \$162,366 \$37,145	Tls. 217,119	Final of 10/- making £1 for 1903	8 %	Tls. 95 sales & s.
North China Insurance Company, Limited	10,000	\$175	\$5	Tls. 800,000 \$1,000,000 \$120,000	Tls. 217,119	Final of 10/- making £1 for 1903	8 %	Tls. 95 sales & s.
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,000,000 \$152,749 \$89,119 \$84,773	\$2,028,997			